

## **LISTING OF THE CLAIMS**

This listing of claims, amended as indicated below, replaces all prior versions, and listings, of claims in the application

1. (Currently Amended) A gear driven sprinkler comprising:  
a fluid inlet connectable to a source of water;  
a rotatable nozzle head having a water discharge nozzle;  
a fluid powered motor which is driven by the incoming water;  
a drive train rotationally coupled to the motor by a motor output shaft and coupled to provide power for rotating the nozzle head; and  
a dynamic viscous damping mechanism which cooperates with the drive train to limit the rotational speed of the fluid powered motor,

wherein:

the viscous damping mechanism comprises:

a housing including a cavity which surrounds a portion of the drive train;

a viscous medium contained in the cavity; and

the drive train includes a damping member located in the cavity on the motor output shaft which interacts with the viscous medium to generate a retarding torque that increases with the speed of the motor output shaft.

2-3. (Canceled).

4. (Currently Amended) A sprinkler as defined in claim [[2]] 1, wherein:  
the motor output shaft extends through the cavity; and  
the damping member comprises an enlarged portion which extends longitudinally and radially relative to the motor output shaft in the cavity.

5. (Original) A sprinkler as defined in claim 4, wherein:

the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and

the enlarged portion is sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

6. (Original) A sprinkler as defined in claim 4, wherein the clearance between the enlarged portion and the inner wall of the cavity is in the range of about 0.005 to about 0.015 inch.

7. (Original) A sprinkler as defined in claim 4, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

8. (Previously Presented) A sprinkler as defined in claim 4, wherein the viscous medium has a viscosity of about 500 centistokes.

9. (Currently Amended) A sprinkler as defined in claim [[2]] 1, wherein the viscous medium is a silicone fluid.

10. (Currently Amended/Withdrawn) A sprinkler as defined in claim [[2]] 1, wherein:  
the motor output shaft extends through the cavity; and  
the damping member comprises a disc mounted on the shaft within the cavity.

11. (Withdrawn) A sprinkler as defined in claim 10, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the disc is sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

12. (Currently Amended) A sprinkler as defined in claim [[2]] 1, wherein the housing encloses a gear box in the drive train.

13. (Currently Amended) A sprinkler as defined in claim [[2]] 1, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the  
sprinkler; and  
the damping member is sized in relation to the viscosity of the medium to provide sufficient braking  
when the motor is being driven by compressed air to prevent damage due to overspeeding.

14. (Original) A sprinkler as defined in claim 1, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the  
sprinkler; and  
the damping mechanism is sized and configured to provide sufficient braking when the motor is  
being driven by compressed air to prevent damage due to overspeeding.

15. (Previously Presented) A sprinkler as defined in claim 1, wherein the viscous damping  
mechanism comprises:  
a bearing structure which supports the motor output shaft;  
a cavity within the bearing structure which surrounds the motor output shaft;  
liquid-tight seals at opposite ends of the cavity through which the motor shaft passes and which  
provide support for the motor output shaft;  
a viscous medium contained in the cavity; and  
a damping member in the cavity coupled to the motor output shaft which interacts with the viscous  
medium to apply a retarding torque to the motor output shaft which increases with the speed  
of the motor so that the motor lacks sufficient power to overspeed substantially yet at low  
speed can provide high torque through the power train to rotate the nozzle housing.

16. (Previously Presented) A sprinkler as defined in claim 15, wherein the damping member  
is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor  
output shaft in the cavity.

17. (Original) A sprinkler as defined in claim 16, wherein:

the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and

the shaft and the ribs are sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

18. (Withdrawn) A sprinkler as defined in claim 15, wherein the damping member comprises a disc mounted on the shaft within the cavity.

19. (Withdrawn) A sprinkler as defined in claim 18, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the disc is sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

20. (Original) A sprinkler as defined in claim 15, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the damping member is sized and configured in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

21. (Currently Amended) A ~~gear-driven~~ sprinkler as defined in claim 1, wherein:  
the fluid powered motor is comprised of:  
a turbine having a rotor coupled to the motor output shaft, a flow directing stator including a plurality of inlet ports which direct a portion of the incoming fluid onto the rotor, a passage for directing the remainder of the water to the nozzle head, a pressure control mechanism for establishing a desired pressure drop across the inlet ports to drive the rotor, and an outlet for directing fluid from the rotor to the nozzle head;

the drive train includes a speed reduction mechanism driven by the motor output shaft which produces a desired rotational speed for the nozzle head; and  
the size and number of the inlet ports, and the established pressure drop are optimized in relation to the braking provided by the damping mechanism to provide a desired low speed torque at the nozzle head for reliable operation.

22. (Previously Presented) A gear driven sprinkler as defined in claim 21, wherein:  
the viscous damping mechanism comprises:

a housing including a cavity which surrounds a portion of the drive train;

a viscous medium contained in the cavity; and

the drive train includes a damping member located in the cavity which interacts with the viscous medium to generate a retarding torque that increases with the speed of the motor output shaft.

23. (Previously Presented) A sprinkler as defined in claim 22, wherein the damping member is located on the motor output shaft.

24. (Previously Presented) A sprinkler as defined in claim 22, wherein:  
the motor output shaft extends through the cavity; and  
the damping member comprises an enlarged portion which extends longitudinally and radially relative to the motor output shaft in the cavity.

25. (Original) A sprinkler as defined in claim 24, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the enlarged portion is sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

26. (Original) A sprinkler as defined in claim 24, wherein the clearance between the enlarged portion and the inner wall of the cavity is in the range of about 0.005 to about 0.015 inch.

27. (Previously Presented) A sprinkler as defined in claim 22, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

28. (Original) A sprinkler as defined in claim 22, wherein the viscous medium has a viscosity of about 500 centistokes.

29. (Original) A sprinkler as defined in claim 22, wherein the viscous medium is a silicone fluid.

30. (Withdrawn) A sprinkler as defined in claim 22, wherein:  
the motor output shaft extends through the cavity; and  
the damping member comprises a disc mounted on the motor output shaft within the cavity.

31. (Withdrawn) A sprinkler as defined in claim 30, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the disc is sized in relation to the viscosity of the medium to provide sufficient braking when the turbine is being driven by compressed air to prevent damage due to overspeeding.

32. (Original) A sprinkler as defined in claim 22, wherein the housing encloses a gear box in the drive train.

33. (Original) A sprinkler as defined in claim 22, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the damping member is sized in relation to the viscosity of the medium to provide sufficient braking when the turbine is being driven by compressed air to prevent damage due to overspeeding.

34. (Original) A sprinkler as defined in claim 21, wherein:

the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and

the damping mechanism is sized and configured to provide sufficient braking when the turbine is being driven by compressed air to prevent damage due to overspeeding.

35. (Previously Presented) A sprinkler as defined in claim 21, wherein the viscous damping mechanism comprises:

a bearing structure which supports the motor output shaft;

a cavity within the bearing structure which surrounds the motor output shaft;

liquid-tight seals at opposite ends of the cavity through which the motor output shaft passes and which provide support therefor;

a viscous medium contained in the hollow cavity; and

a damping member on the motor output shaft located within the cavity which interacts with the viscous medium to apply a retarding torque to the motor output shaft which increases with the speed of the motor output shaft.

36. (Previously Presented) A sprinkler as defined in claim 35, wherein the damping member is comprised of an enlarged portion which extends longitudinally and radially relative to the motor output shaft on a part of the motor output shaft located in the cavity.

37. (Previously Presented) A sprinkler as defined in claim 36, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler;  
the damping member is comprised of a plurality of ribs which extend longitudinally in the cavity;  
and  
the shaft and the ribs are sized in relation to the viscosity of the medium to provide sufficient braking when the turbine is being driven by compressed air to prevent damage due to overspeeding.

38. (Withdrawn) A sprinkler as defined in claim 35, wherein the damping member comprises a disc mounted on the motor output shaft within the cavity.

39. (Original) A sprinkler as defined in claim 38, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the disc is sized in relation to the viscosity of the medium to provide sufficient braking when the turbine is being driven by compressed air to prevent damage due to overspeeding.

40. (Currently Amended) A method of operating a gear driven sprinkler including a fluid inlet, a rotatable nozzle head having a water discharge nozzle, a fluid powered motor having an output shaft, a speed reducing drive train rotationally coupled to the output shaft which provides power for rotating the nozzle head, and a dynamic viscous damping mechanism which cooperates with the drive train to apply a braking force, the method comprising the steps of:  
connecting the fluid inlet of the sprinkler to a source of water;  
driving the motor by directing a portion of the water from the fluid inlet thereto; and  
applying a braking force from the viscous damping mechanism which increases non-linearly with increases in the speed of the motor,  
the amount of water directed to the fluid motor, and the construction and configuration of the motor being optimized in relation to the braking force applied by the damping mechanism such that a sufficient low speed torque is provided by the drive train to the nozzle head for reliable and desired rotational speed for the sprinkler nozzle operation,  
wherein the step of driving the fluid motor includes the steps of:  
directing the portion of the water to a turbine rotor through a plurality of inlet ports a flow directing stator;  
maintaining a desired pressure drop across the inlet ports,  
directing water used to drive the rotor to the nozzle head,



the size and number of the inlet ports, and the desired pressure drop in relation to the braking provided by the damping mechanism being such as to provide the desired low speed torque at the nozzle head.

41. (Canceled).

42. (Currently Amended) A method as defined in claim ~~[[41]]~~ 40, wherein the braking force is applied by interacting a damping member coupled to the output shaft with a viscous medium in a cavity.

43. (Original) A method as defined in claim 42, wherein the damping member is comprised of an enlarged portion which extends longitudinally and radially relative to the shaft in the cavity.

44. (Withdrawn) A method as defined in claim 42, wherein the damping member is comprised of a disc which extends radially relative to the shaft in the cavity.

45. (Original) A method as defined in claim 42, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

46. (Original) A method as defined in claim 42, wherein the viscous medium has a viscosity of about 500 centistokes.

47. (Original) A method as defined in claim 42, wherein the viscous medium is a silicone fluid.

48. (Original) A method as defined in claim 42, further including the step of connecting the water inlet to a source of compressed air when it is desired to purge water from the sprinkler,

the damping mechanism being configured and dimensioned in relation to the medium viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

49. (Original) A method as defined in claim 40, wherein the braking force is applied by interacting a damping member coupled to the output shaft with a viscous medium in a cavity.

50. (Original) A method as defined in claim 49, wherein the damping member is comprised of an enlarged portion which extends longitudinally and radially relative to the shaft in the cavity.

51. (Withdrawn) A method as defined in claim 49, wherein the damping member is comprised of a disc which extends radially relative to the shaft in the cavity.

52. (Original) A method as defined in claim 49, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

53. (Original) A method as defined in claim 49, wherein the viscous medium has a viscosity of about 500 centistokes.

54. (Original) A method as defined in claim 49, wherein the viscous medium is a silicone fluid.

55. (Original) A method as defined in claim 49, further including the step of connecting the water inlet to a source of compressed air when it is desired to purge water from the sprinkler, the damping mechanism being configured and dimensioned in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

56. (Previously Presented) A method as defined in claim 50, wherein the enlarged portion is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor output shaft in the cavity.

57. (Previously Presented) A sprinkler as defined in claim 42, wherein the enlarged portion is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor output shaft in the cavity.

58. (Previously Presented) A sprinkler as defined in claim 15, wherein the damping member is comprised of an enlarged portion which extends longitudinally and radially relative to the motor output shaft on a part of the motor output shaft located in the cavity.

59. (Previously Presented) A sprinkler as defined in claim 58, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the  
sprinkler; and  
the enlarged portion is sized in relation to the viscosity of the medium to provide sufficient braking  
when the motor is being driven by compressed air to prevent damage due to overspeeding.

60. (Previously Presented) A sprinkler as defined in claim 24, wherein the enlarged portion is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor output shaft in the cavity.

61. (Previously Presented) A sprinkler as defined in claim 60, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the  
sprinkler; and  
the motor output shaft and the ribs are sized in relation to the viscosity of the medium to provide  
sufficient braking when the motor is being driven by compressed air to prevent damage due  
to overspeeding.

62. (Previously Presented) A sprinkler as defined in claim 60, wherein the clearance between the enlarged portion and the inner wall of the cavity is in the range of about 0.005 to about 0.015 inch.

63. (Previously Presented) A sprinkler as defined in claim 36, wherein the enlarged portion is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor output shaft in the cavity.

64. (Previously Presented) A sprinkler as defined in claim 36, wherein the clearance between the enlarged portion and the inner wall of the cavity is in the range of about 0.005 to about 0.015 inch.

65. (Previously Presented) A sprinkler as defined in claim 35, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

66. (Previously Presented) A sprinkler as defined in claim 35, wherein the viscous medium has a viscosity of about 500 centistokes.

67. (Previously Presented) A sprinkler as defined in claim 35, wherein the viscous medium is a silicone fluid.

68. (Previously Presented) A sprinkler as defined in claim 35, wherein:  
the fluid inlet is connectable to a source of compressed air when it is desired to purge water from the sprinkler; and  
the motor output shaft and the enlarged portion are sized in relation to the viscosity of the medium to provide sufficient braking when the motor is being driven by compressed air to prevent damage due to overspeeding.

69. (Previously Presented) A sprinkler as defined in claim 15, wherein the viscosity of the viscous medium is between about SAE 10 and about SAE 70.

70. (Previously Presented) A sprinkler as defined in claim 15, wherein the viscous medium has a viscosity of about 500 centistokes.

71. (Previously Presented) A sprinkler as defined in claim 15, wherein the viscous medium is a silicone fluid.

72. (Currently Amended) A sprinkler as defined in claim [[2]] 1, wherein the damping member is comprised of a plurality of ribs which extend longitudinally and radially relative to the motor output shaft in the cavity.